

CONFIDENTIAL

-2-

3. During 1951, military air activity was conducted by jet aircraft with straight wings and by biplanes. During 1953, jet aircraft with straight wings and with swept-back wings were parked on the field. The single-engine conventional aircraft and biplanes had been transferred. During summer and fall 1953, about 30 to 35 jet aircraft were parked at the field. Prior to fall 1953, air activity was conducted at irregular intervals. Aircraft made individual flights and formation flights in groups of two, three, seven, and nine, flying in echelon and V formations. Occasionally, aerobatics were flown. No firing practices at airborne targets or parachute jumps were observed. Between fall 1952 and September 1953, jet aircraft with swept-back wings occasionally flew at night and attacked towed sleeve targets illuminated by searchlight beams. The aircraft fired at the airborne targets with tracer ammunition. Sometimes practice occurred on consecutive nights.
4. No quarters for air force personnel were available at the field. Apartment houses for Soviet Air Force officers were located near the PW camp, the agricultural machine factory, and the terminal of a streetcar line.
5. An airfield, about three by four km large, was located on the north-north-western edge of Stalino. There were two intersecting concrete runways, each 40 to 50 meters wide, which extended in east-west and north-south directions. No improvements were under way at the field. Aircraft on the edge of the field included 20 to 30 jet aircraft, four to six twin-engine aircraft, and a number of biplanes. Quarters for flight personnel were located outside the field.
6. Intensive air activity was observed at the field. Jet aircraft with swept-back wings flew individually and in formations of three. Sometimes formations of 12 to 15 jet aircraft were observed at one time. There was also air activity by twin-engine aircraft with long nose compartments.
7. From fall 1952 to September 1953, night flying by fighters was observed at the field, while three or four searchlights on the field or north of it, were in operation. A slow conventional aircraft towing a sleeve target was illuminated by the searchlights. [redacted] the airborne target was fired at by one or several jet aircraft. The airfield was lighted during night flying activity.
8. A large airfield was located about 5 km north of Stalino, west of a railroad line leading to the north. The field was bordered by fields and meadows on the west, north, and northeast; by an area covered by shrubs, about 50 meters wide, on the south; and by an area with some trees on the east near the railroad line. A flight control building and some low hangars were located at the field. A concrete road with grass strips in the middle branched off from a wide unpaved road along the western side of the rail embankment and extended to the eastern section of the field. No rail connection to the field or new buildings were observed at the field. There were two runways, one of which extended in east-west direction and was about 2,000 meters long, and one in northwest-southeast direction. Circular taxiways extended to the runways. No shrapnel-proof aircraft revetments were seen. Four small, old hangars, each about 30 by 15 by 6 meters, were located on the south-eastern edge of the field. Southwest of the flight control building on the eastern edge of the field there were a radio shed and a small transformer station. About 20 meters east of the flight control station, there were two steel antenna masts connected by a single antenna, 12 to 15 meters high, with obstacle lights on the masts. The airfield was in good condition. A number of low wooden quarters for air force personnel had allegedly been erected in the depression southwest of the field. A brick building, about 20 by 10 meters, was located on the northeastern side of the concrete approach road to the field. A sizeable number of tank trucks and 200-liter barrels were situated nearby. The airfield was open along its southern, western, and northern borders. A wire fence with two rows of barbed wire on top extended along the field path along the southeastern edge of the field. A barrier guarded by a sentry blocked the approach road to the field.

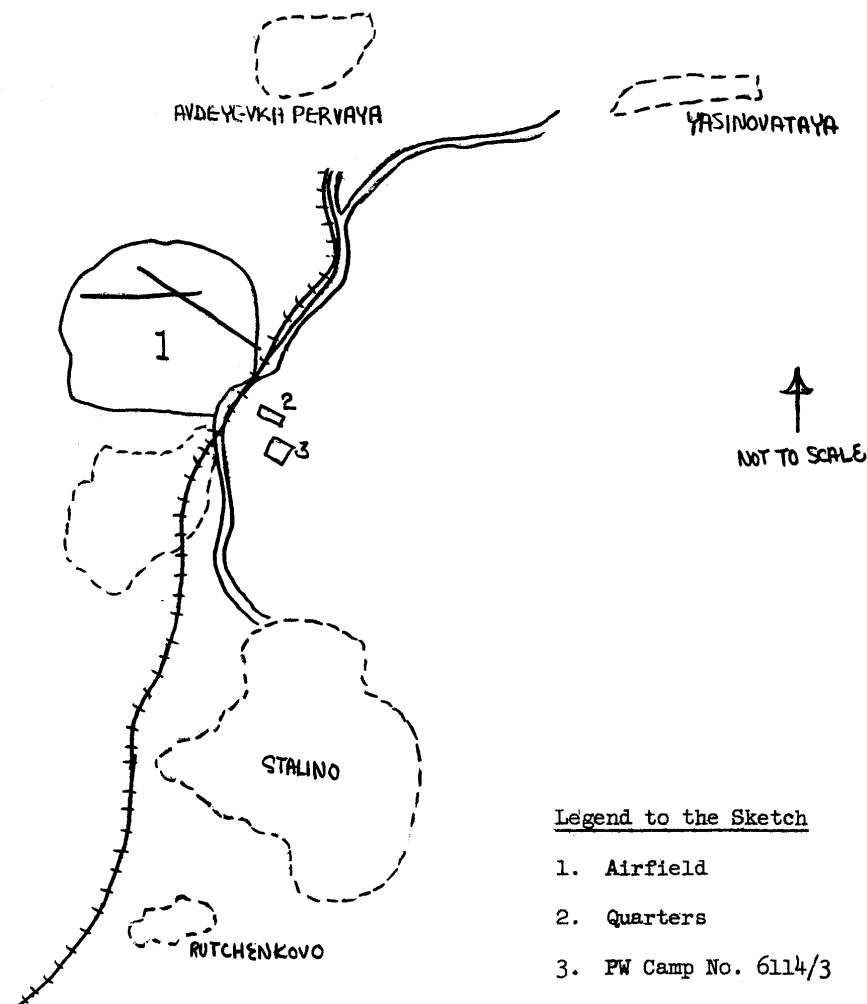
CONFIDENTIAL

25X1

CONFIDENTIAL

-3-

9. The airfield was occupied by twin-engine commercial aircraft, twin-engine military aircraft, and jet aircraft with swept-back wings. Throughout the day, there was intensive air activity by jet aircraft, which took off individually and assembled in formation. Twin-engine commercial aircraft, twin-engine military aircraft, and biplanes were also observed aloft, the latter making local flights.
10. There was night flying if the weather was good, the sky cloudless, or a ceiling of about 2,000 meters. Searchlights were in operation during the night flights. No parachute jumps or air activity were observed in bad weather.
11. Between February 1950 and August 1952, no four-engine aircraft or large aircraft formations were observed in the air south of Stalino or in the Shakhty (N 47-45, E 40-18) area. Approximately in mid-1952, the first jet aircraft with considerably swept-back wings were observed flying individually over Stalino at an altitude of about 500 meters. Informant could not observe where the aircraft took off and landed.

Sketch of Stalino AirfieldLegend to the Sketch

1. Airfield
2. Quarters
3. PW Camp No. 6114/3

CONFIDENTIAL

Page Denied